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## BOOK DEPARTMENT

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### NOTES

SINCE THE PUBLICATION of the first edition of Professor v. Böhm-Bawerk's "*Geschichte und Kritik der Capitalzins-Theorien*" (1884), a copious literature on interest has appeared. In the second edition (1900) much of this literature has been subjected to careful analysis. The little volume under review<sup>1</sup> gives a translation of the Appendix, which is devoted to recent literature on interest, and a summary of the principal additions in the body of the work. It will therefore serve as an admirable supplement to Professor Smart's translation of the first edition.

The most important part of this book is to be found in the chapters on the Abstinence Theory, the Labor Theories and the Productivity Theory. In the first of these chapters a vigorous attack is made upon the positions of Marshall and Carver. The criticism of Marshall involves a subtle logical analysis in which the great Austrian economist displays his wonted skill. Marshall had committed himself to the views that interest is due to the undervaluation of the future, and that it is compensation for waiting. These two propositions, which look so much like two ways of expressing the same thing, Böhm-Bawerk pronounces absolutely incompatible. If one is right, the other must be wrong. The former assumes that the future satisfaction appears in consciousness in reduced proportions; the latter that its magnitude remains unaltered. Nothing seems more clear than that our author has the logic with him—on first reading. On the other hand, further study will probably convince one that Marshall is not so far wrong after all. The criticism of Carver's theory is more convincing. On the face of Böhm-Bawerk's statement of Carver's position, the fact seems to be established that the latter writer's theory mistakes effect for cause.

As to the labor theories, attention is given to that of Stolzman, who has developed a curious and absurd theory that interest is determined by the standard of living of capitalists, just as Mr. Gunton argues that wages are fixed by the laborer's standard of life. Why Böhm-Bawerk should have dignified so weak a theory by giving it serious attention it is difficult to say. Nobody but its originator could possibly accept it. More important is the treatment of the productivity theory of Wieser. Economists have long seen that Wieser's theory is unsatisfactory, and that much of the argument by which it is supported is hopelessly weak. No one, however, has pointed out so clearly just where the fallacies lie as Böhm-Bawerk does in this chapter.

The volume closes with a cheerful view of the future of the interest controversy. Whatever disagreements may still exist, the old fallacies can

<sup>1</sup> Recent Literature on Interest. By Eugene v. Böhm-Bawerk. Translated by William A. Scott and Professor Siegmund Feilbogen. Pp. xliii, 151. Price, \$1.00. New York: The Macmillan Co., 1903.

hardly be restored to life. Most men will in the future be compelled to hold interest theories which are in the main logical.<sup>2</sup>

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THE TITLE OF DR. BOLLES' "Money, Banking and Finance"<sup>3</sup> is a misnomer. The book is an admirable general treatise on banking practice, with a short introductory chapter on money, and a still briefer concluding chapter on railway finance. The thirty-one chapters on banking present a view of every principal phase of bank organization and of banking activity. The author's method is largely descriptive, and includes the work of the incorporated commercial bank, the savings bank, the clearing house, the loan and trust company and the private bank. As a clearly digested treatise on *banking practice* it is well adapted to systematic instruction, and supplements the existing text-book literature dealing with bank administration, bank accounting, banking history, domestic and foreign exchange and other special subjects of banking interest.

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"SUPERVISION AND EDUCATION IN CHARITY,"<sup>4</sup> by Jeffrey R. Brackett, will be found of great value by all who have occasion to study the development of American charities. Beginning with a brief sketch of the work of the early pioneers, among whom were Edward Livingston, Dorothy Dix, William E. Channing, the author writes in the second chapter of the establishment of the state and local boards. Chapter III deals with Private Associations for Supervision of Institutions, as the New York and New Jersey State Charity Aid Associations. Chapter IV is devoted to the history of the National Conferences, such as the National Conference of Charities and Correction, the National Prison Association and the American Medico-Psychological Association. Other chapters deal with "Local Conferences," the "Educational Service of Associations for Organizing Charity," "Academic Instruction," "Training for Work," "Women's Clubs and Associations."

Dr. Brackett believes that there is much to be proud of in the development of charity in the United States and thinks that the constantly increasing attention paid to this subject by students within and without academic circles augurs well for the future.

It is but just to say that Dr. Brackett is bearing his part in this work of educative philanthropy, or philanthropic education, as one may prefer, in his work as lecturer in Johns Hopkins University and as president of the Department of Charities and Correction of Baltimore. The present study is a worthy continuation of the series of books on American Philanthropy of the Nineteenth Century whose earlier volumes have been mentioned in these pages.

<sup>2</sup> Contributed by Alvin S. Johnson, Ph.D., Columbia University.

<sup>3</sup> By Albert S. Bolles. Pp. 336. New York: American Book Co., 1903.

<sup>4</sup> Pp. 222. New York: Macmillan Co., 1903.

PROFESSOR GUSTAV COHN's volume on the "History and Policy of Transportation"<sup>5</sup> is a collection of essays written at different times throughout the past fifteen years. All of them have already been published either in periodicals or in government reports. The first three relate to English railroads, the fourth to the history of pools and combines, the fifth to English and American economics, and the remaining four to problems of transportation, especially in Germany. Professor Cohn has long been a recognized authority on matters of railroad transportation; hence these essays will command the attention of all those interested in this important aspect of modern life. The general reader will first turn, however, to the essays on Pools and on English and American Economics.

The problem of industrial combinations is thus described by the author: "What attitude should be adopted toward a process of development by which a fundamental principle of our economic system—free competition—is of its own force transformed into the precise opposite?" This question, however, assumes an answer to the problem: "What is free competition, and why does it tend to destroy itself?" Professor Cohn therefore considers first the attitude of economists with regard to free competition. Then he discusses the naturally monopolistic character of transportation, and considers in detail the process by which monopolies arose in English railroad transportation and coal mining.

The fifth essay, entitled "Present Political Economy in England and America," extending over 125 pages, is the longest in the book. Particularly encouraging to the American reader are the author's flattering remarks concerning the scope and value of American contributions to economic literature, and his appreciative characterization of our leading economic periodicals.

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"THE HISTORY OF COINAGE AND CURRENCY IN THE UNITED STATES AND THE PERENNIAL CONTEST FOR SOUND MONEY,"<sup>6</sup> by A. Barton Hepburn, is a general historical treatment of a subject that has been prominently before American people since the adoption of the Federal Constitution. In fact, the subject of currency and banking was one foremost in colonial thought for a century and a half prior to the organization of the Federal Government. Colonial experience, however, is scarcely more than referred to by Mr. Hepburn, one chapter only being given to colonial systems, and this confined to the Revolutionary period as an introduction to the general work. In its general plan the book is divided into three parts: (1) "The Period Before the Civil War," (2) "The Period from 1861 to 1890," (3) "From 1891 to the Present Day." In Part I an account is given of the coinage system and of American paper currency prior to the Civil War. Part II is devoted to the United States legal tender note, the silver question, and the national banking system. Part III contains an historical discussion of the silver contest of

<sup>5</sup> Zur Geschichte und Politik des Verkehrswesens. By Gustav Cohn. Pp. vii, 524. Price, 14 marks. Stuttgart: Ferdinand Enke.

<sup>6</sup> Pp. xiv, 666. Price, \$2.00. New York: The Macmillan Co. 1903.

1896 and the reform act of 1900. Mr. Hepburn closes his account with a general review.

In so far as the author treats of subjects which are not a matter of present controversy (such as the coinage system, the establishment of the mint, the early paper currencies, etc.), the historical perspective is clear and without evidence of personal bias. The latter part of the book, however, while it contains much historical data of interest and much that is characteristic of the times, is strongly opinionated; in fact, the closing chapter, entitled "The General Review," contains little else than the personal opinion of the author with respect to present political problems. This character of the work may be illustrated by direct quotation. Speaking of the United States Treasury, the author says: "In no other civilized country is there such an absurd governmental interference with the currency supply; affecting values, promoting speculation, retarding business and disturbing the welfare of the people." His final expression with reference to the national bank note is that "No currency based on bond security can be elastic. . . . Bond security is not essential to perfectly secured circulation." With respect to the character of security to be used, the following may be quoted: "The statistical history of the national banks for thirty-nine years shows that a tax of  $\frac{1}{2}$  of 1 per cent levied annually upon outstanding circulation would have produced an amount of money sufficient to have redeemed the outstanding notes of every bank that has failed, without recourse to bonds held as security or other funds. With business certainty, a safety fund and a guarantee fund involving only a moderate tax can be provided which will make note issues perfectly safe and sound." Again, the author strongly urges use of national banks as depositories of public money.

While, therefore, the book is, in a measure, a contribution to our historical literature, the evident purpose of the author is to reach a conclusion with respect to a present issue, and the ultimate use which he makes of all his historical data is distinctly partisan, intended as propaganda in the conversion of the public to his point of view. Judged from the motive of authorship, therefore, Mr. Hepburn's book is not scientific history, but advocacy supported by historical illustration. It is a powerful brief in a case that is now being argued before the political court of last appeal—the American people.<sup>7</sup>

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"THE INDIANS OF THE PAINTED DESERT REGION,"<sup>8</sup> by George Wharton James, will be voted an extremely interesting book by every reader. The interest aroused by the attractive make-up of the volume is held throughout the descriptions of the Indian villages, Indian life and ceremonies, including the snake dance of the Hopi, Navaho, Wallapais, and Harasupais. The reader is taken from his accustomed haunts to regions where even the earth and skies seem to belong to another world. He is told of the legends regarding the origin of the Indians, of their struggle for existence in the inhospitable deserts, of the new problems due to contact with the whites, and of the ques-

<sup>7</sup> Contributed by Frederick A. Cleveland.

<sup>8</sup> Pp. xxi, 268. Price, \$2.00. Boston: Little, Brown & Co., 1903.

tions concerning the future. All this is from the pen of one who has for many years known these people and has witnessed many of their most secret ceremonies. The book is written not in technical, but in good-racy English, and contains excellent illustrations. It is designed to acquaint the general reader with these little-known countrymen of his, but it is more, for the existing accounts of some of the tribes mentioned are few and scanty.

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IN "FAMOUS ASSASSINATIONS OF HISTORY,"<sup>9</sup> by Francis Johnson, we have an appeal to sensationalism and a use of yellow-journal rhetoric in dealing with historical subjects. Thirty-one assassinations are described, beginning with Philip of Macedon, 336 B. C., and concluding with Alexander and Draga of Servia, A. D. 1903. The author states in the preface that he has included only those cases which led to important political results or which left profound and indelible impressions upon the imagination of contemporaries and posterity. Among those who are thus honored we may mention Julius Cæsar, Thomas à Becket, Rizzio, Darnley, William the Silent, Wallenstein, Marat, Lincoln, and McKinley. President Garfield must suffer the ignominy of exclusion because "his assassination rather grew out of the morbid aberration of one diseased mind than out of the general spirit of the epoch in which he lived."

The author informs us that the historical features of the epochs in which the assassinations occurred are "portrayed with historical fidelity and strict impartiality." We must admit that he has impartially accepted many traditions which have long since been exploded; for example, the story that Thomas à Becket's mother was an Oriental, who had followed his father from the Holy Land. As for "historical fidelity," there is scarcely a chapter in the book which does not contain inaccurate statements. Mary Stuart was not induced, "mainly through the influence of Queen Elizabeth of England, to contract a marriage with Henry Darnley." Darnley was not an English subject and he was not descended from a daughter of Henry the Eighth (p. 94). It is hardly correct to speak of the head of the Holy Roman Empire as the "emperor of Germany" (p. 165). Students of American history will be surprised to learn that John Wilkes Booth "had been among the lynchers of John Brown and frequently boasted of his participation in that crime" (p. 349).

We should not advise the student to search the pages of this book with the expectation of finding any information on the subjects of history or criminology.<sup>10</sup>

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"THE NEGRO FARMER"<sup>11</sup> is a short but valuable study of the rural Southern negro, and contrasts favorably with the work done on the same subject by the library experts of the Census Bureau. From columns of more

<sup>9</sup> Pp. xii, 434. Price, \$1.50. Chicago: A. C. McClurg & Co., 1903.

<sup>10</sup> Contributed by W. Roy Smith, Ph. D., Bryn Mawr College.

<sup>11</sup> The Negro Farmer. By Carl Kelsey, Ph. D. Pp. 78. 25 maps. Price, 50 cents. Chicago: Jennings & Pye.

or less accurate statistics the census expert endeavors to prove that the condition of the negro farmer is better now than under slavery and that he is nearly or quite the equal of the white in efficiency. (See, for instance, Census of 1900, vol. vi, pt. II, p. 419, and Census Bulletin, No. 155.) The author of the monograph under review visited the Southern plantations and farms, and by personal observation and intelligent questioning ascertained what the census figures really meant. He treats the subject in six divisions: (1) the geographical location of the negro population, (2) the economic heritage of the race from Africa and from servitude, (3) present economic and social conditions, (4) social environment, (5) the prospect for the future, (6) attempts at industrial training. Dr. Kelsey has closely acquainted himself with the economic situation in the South, and the best part of his work is that in which he gives the results of his investigations in that section. When he returns to his library authorities he is not so successful. There are numerous misprints; footnote references are seldom given, and when given are not specific; the illustrations are good for a work of the kind. Twenty-five instructive maps show the segregation of the black people into the most fertile districts of the South. The more fertile the land, the more negroes are there; and *vice versa*. Here he touches upon the greatest evil of slavery, from the white man's point of view—the tendency of that institution to drive the bulk of the white population to cheaper and less fertile lands, leaving the best lands to the masters of blacks and ultimately to the blacks. The discussion of the Black Belt tenant system is the best that has appeared. The description of social institutions,—home, school, and church,—is perhaps too gloomy. Present conditions are bad enough; but, in comparison with those at the end of reconstruction, give reason for hope. Much importance is ascribed to the work of such institutions as Tuskegee and Hampton, and to the various coöperative improvement societies. The value of the training given by slavery is recognized, but the author accepts the traditional view that slavery was responsible for the ruinous ante-bellum system of agriculture. In fact, the best farming was done on the slave plantations; the worst where there were few or no slaves; and the free negro has done worse farming than the slave or the frontier white. The wasteful frontier system of agriculture is still found in parts of the West and South among whites; the Black Belt can hardly be said ever to have been in a frontier stage. Dr. Kelsey is hopeful for the future of the negro farmer, though he thinks there is danger that the present friendly sentiment of the whites will not continue, and that, more and more, industrial efficiency will be demanded and negro labor will not be preferred as at present. Also, the whites are turning toward the cheap and fertile Black Belt lands. If the negro will not work, he will have to give way to them. The question of the economic competition between white and black labor—"the battle of the loaf"—is barely hinted at. In conclusion, Dr. Kelsey says: "The absolutely essential thing is that the negro shall learn to work, regularly and intelligently. The lesson begun in slavery must be mastered . . . the negro must work out his salvation, economic and social. It cannot be given without destroying the very thing we seek

to strengthen—character. This is the justification for the emphasis now laid upon industrial training. This training and the resulting character are the prerequisites of race progress.<sup>12</sup>

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IN "LETTERS FROM A CHINESE OFFICIAL,"<sup>13</sup> written for English readers, we have a comparison between the Eastern and Western civilizations and ideals. The comparison naturally, because of its authorship, is decidedly unfavorable to the latter. However, there is food for thought, and a dispassionate perusal will prove instructive to many. The official makes a strong plea for the justice of the Boxer uprising, saying that there can be no peace until Westerners will learn that the difference between our civilization and that of China is no reason why we should regard the Chinese as barbarians. He maintains that we must treat China as a civilized power and respect its customs and laws.

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"BRITAIN AND THE BRITISH SEAS,"<sup>14</sup> by H. J. Mackinder, and "Central Europe," by Joseph Partsch,<sup>15</sup> two volumes belonging to the Appleton Series of the Regions of the World, reflect credit on their publishers and authors for the fullness of description and for the perfection of the press and map work. The books are indispensable to those who wish an accurate knowledge of the causes of national industrial success under modern conditions. Mr. Mackinder gives an account of the position of Britain and of the physical peculiarities that have done so much to make England the center of industry. The reader can appreciate the great influence England has exerted on modern trade and industry as soon as he glances at the maps and charts which fill the book. Its main value, in fact, lies in these illustrations. When they are comprehended the reading of the book is easy and its main points are readily retained because they are so perfectly visualized.

Professor Partsch's book on Central Europe is the more valuable to the students of economics because it deals more fully with the problems of economic geography. There is a careful presentation of the physical features of the region and of the geological changes that have produced them, but in addition to this, much space is given to the discussion of economic problems. The chapter of Economic Geography is a model of its kind, and from it the reader obtains the essential facts about the agricultural productions of Central Europe and of the conditions under which each of the leading crops flourishes. The maps show where wheat, rye, maize, potatoes and sugar beets grow and the relative importance of each in the various parts of Central Europe.

From this book one sees the causes of the progress of the German empire and of the growth of German unity. The economic unity of the whole region is apparent from the survey of its position and of the relations existing be-

<sup>12</sup> Contributed by Prof. Walter L. Fleming, West Virginia University.

<sup>13</sup> Pp. xiv, 75. Price, 50 cents. New York: McClure, Phillips & Co., 1903.

<sup>14</sup> Pp. xv, 377. Price, \$2.00. New York: D. Appleton & Co., 1903.

<sup>15</sup> Pp. xiv, 358. Price, \$2.00.

tween its parts. The political confusion that long reigned in Central Europe delayed economic progress and gave an indisputable supremacy to England. The armed peace of recent years has given to Germany a chance to utilize her resources. In a single generation she has shown herself capable of an intense competition with England and seems likely to force a radical change in English industrial policy. For the first time two great nations are struggling for the supremacy on comparatively equal footing, and, barring political complications that may give an undue advantage to one of the rivals, the struggle must be decided by economic advantages.

The two books under review have a special interest because they present the economic background on which each of these nations rests, and they should be read together so that the relative advantage of each nation may be apparent. The advantage apparently will lie with Central Europe when its inhabitants can surmount the national and race antagonisms which now sever them. When North Germany dominates Austria as she now does South Germany, a natural economic unit will be created on a scale that can only be matched by the resources of the great central plain of North America. England cannot grow except through foreign trade. Germany can, and therein lies a difference which must steadily work in her favor.

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TO THE NUMEROUS "real" and "true" biographies Mr. Meredith has added the "Real John Wesley,"<sup>16</sup> in which he gives us some account of the versatility of this many-sided man. An educator, he made some serious blunders in the philosophy of education, but he did not mistake its end and object, to reach and uplift the great mass of humanity. A devout student of the Scriptures, he yet anticipated the higher critics. The theory of evolution he virtually propounded before Darwin. Occasionally he dipped into politics, generally on the wrong side as we look back upon it to-day, but he gave Old Sarum a hit and did not a little to stem the tide of bribery swollen so much by the corrupting Walpole. It was the spiritual forces he called into play, rather than the tirades of Burke, that saved the nation from a rabid revolt like the French Revolution, a fact which secular historians are now recognizing. Mr. Meredith has given us a readable, but hardly fascinating account of the life of a remarkable man.

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THE ELEVENTH VOLUME of the second series of the Decennial Publications of the University of Chicago bears the title "A History of the Greenbacks."<sup>17</sup> For this Dr. Mitchell has taken the brief period, 1862-65, and has gone exhaustively into both the history of the legal tender acts and their economic consequences; these subjects form the general titles of the two parts of the works. In Part I, the history of the greenback has been treated under the five descriptive sub-titles, "The Suspension of Specie Payments," "The First Legal Tender Act," "The Second Legal Tender Act," "The

<sup>16</sup> By W. H. Meredith. Pp. 425. Price, \$1.25. Chicago: Jennings & Pye, 1903.

<sup>17</sup> By Wesley Clair Mitchell. Pp. 16, 577. Published by The University of Chicago Press, 1903.

Third Legal Tender Act,"' and "How Further Issues of Greenbacks were awarded in 1864 and 1865."

Part II is involved in economic discussion. In this "The Economic Consequences" are traced from such statistical data as are available with reference to "The Circulating Medium," "The Specie Value of Paper Currency," "Prices," "Wages," "Rents," "Interest and Loan Capital," "Profits," "The Production and Consumption of Wealth," and the "Cost of the Civil War." The statistical basis for economic discussion is furnished in a voluminous appendix.

The historical part (I), covering 131 pages, is drawn from authentic sources, by exhaustive and painstaking research; this portion must stand as a recognized authority. Part II, while deserving of highest rank among economic writings, is necessarily controversial in character, and the conclusions reached may be subsequently modified by the author himself as more data are produced. Dr. Mitchell has shown fine discriminating judgment by completely dis severing the historical from the polemic.

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THE LATE MR. GEORGE S. MORISON<sup>18</sup> who died July 1, 1903, was mainly known by his great work as an engineer, but those who were personally acquainted with him knew him to be a man of unusual breadth of scholarship. His mind was as clear and direct as it was keen, and his ability to grasp general principles was so great that his intellectual power commanded the admiration of all who came in contact with him. Mr. Morison was an exceptionally pleasing writer, and as he took a lively interest in education he was called upon to make addresses on various occasions. In six addresses made during 1895-96-97, Mr. Morison developed the thought that a new epoch in the history of the world is being inaugurated by the "manufacture of power," by the substitution of mechanical for muscular force. The theme is not new, but in the little book containing these addresses Mr. Morison elaborated the thought in most delightful literary style and in a more suggestive manner than it has been presented elsewhere. The chapters of the book deal with Business, Capital, Government, Civil Engineering, the University, and Education. The book was put in form for publication in 1898, but withheld by the author, who seems to have hesitated to publish a book outside the field of his professional work. It was brought out by Mr. Morison's relatives subsequent to his death.

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MR. FREDERIC L. PAXSON's "The Independence of the South-American Republics"<sup>19</sup> is a laudable piece of work; and timely, in view of recent events in Panama. The book is a study in American foreign policy, directed chiefly toward an analysis of the problems which arose in connection with the recognition of the independence of the Spanish colonies in South America. The

<sup>18</sup> The New Epoch, As Developed by the Manufacture of Power. Pp. 134. Price, 75 cents. Boston and New York: Houghton, Mifflin & Co., 1903.

<sup>19</sup> The Independence of the South-American Republics: A Study in Recognition and Foreign Policy. Pp. 264. Price, \$2.00. Philadelphia: Ferris & Leach. 1903.

wars waged for freedom by the various countries are treated briefly, but without due perspective. Perhaps it may be pleaded that the limitations of the work rendered this imperative. And it is to be lamented that the author saw fit to omit Mexico and Central America from his discussion, for it is not possible to write a comprehensive account of the diplomatic negotiations which arose when the power of Spain in America was prostrate, without taking into account Mexico. The book is the fruit of a good deal of original research, and is to be welcomed; for our stock of Spanish-American literature is all too meagre.

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"**THE PERIL AND THE PRESERVATION OF THE HOME,**"<sup>20</sup> by Jacob A. Riis, is thoroughly characteristic of that vigorous writer and agitator for social reform. The present book is not so original as some of his earlier volumes, indeed in considerable measure it repeats what they contain, illustrations as well as substance. It consists of the William L. Bull lectures, four in number, delivered early in 1903 before the Philadelphia Divinity School. Mr. Riis attacks the slum, which he considers the arch-enemy of the home, ably abetted, however, by the decline of family worship. He discusses the problem under the chapter heads, "Our Sins in the Past," "Our Fight for the Home," "Our Plight in the Present," and "Our Grip on the To-morrow." This book will be of particular value to those unacquainted with the writer's other works, but even his old readers are stimulated to better deeds after a period of contact with so enthusiastic and optimistic a social reformer.

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**THERE ARE THOSE WHO** believe that civic improvements can be approached more successfully from the standpoint of the "city beautiful" than from that of the "city economic" or the "city moral." Such a one is the author of "*Modern Civic Art*."<sup>21</sup> This book is addressed to laymen, to readers of advertisements, to those who are now annoyed by hideous public buildings, by narrow and dirty streets, to those who feel the need for open spaces and parks. The treatment is calculated not only to stimulate a desire for a more beautiful city, but what is more to the point, to inspire a belief that the city beautiful is within reach.

A reviewer might find much to criticise with regard to the author's use of English, his sweeping generalizations, the lack of sequence; but it is probable that the book is both easier to read and more interesting for its enthusiastic, conversational, almost intimate, style.

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"**SCHOOL ADMINISTRATION IN MUNICIPAL GOVERNMENT**"<sup>22</sup> is a study of the organization and general powers of school authorities in American

<sup>20</sup> Pp. 190. Price, \$1.00. Philadelphia: G. W. Jacobs & Co., 1903.

<sup>21</sup> By Charles Mulford Robinson. Pp. iv, 381. Price, \$2.50. New York: G. P. Putnam's Sons, 1903.

<sup>22</sup> By Frank Rollins, Ph. D. Pp. 106. Price, 75 cents. Columbia University Studies in Philosophy, Psychology and Education. New York: Macmillan Co., 1902.

cities. The conclusions regarding the best form of organization follow those of the committee of fifteen of the National Education Association and the plans advocated by the more advanced expert opinion in this field, namely, that a small board of not more than five or six, appointed by the mayor, is the best form of authority. Especial emphasis is also laid upon the work of professional experts in school administration as contrasted with that of unpaid, honorary officials. The author also contends that every class in the community should take part in the educational system, either by gifts of books, pictures, statuary, scientific apparatus, or by some assistance in making the school an evening social center.

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"THE SHIP OF STATE BY THOSE AT THE HELM"<sup>23</sup> is a series of interesting articles originally written for younger readers and now offered as separate chapters of a popular book on the national government. The articles are by prominent public officials, but are so general in character as to have little permanent value.

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THE DEDICATION OF ROSENBERG's "Mazzini: The Prophet of the Religion of Humanity,"<sup>24</sup> to Jane Addams of Hull House, and the manner of eager loyalty with which the author presents Mazzini, indicate the vital interest which many social workers take in the propaganda of the Italian idealist-reformer. As the poetic exponent of brotherhood, they turn to him for stimulus, and his influence is continuous.

The author admires him as a pre-eminent humanitarian who chafed under the teachings of current dogmas concerning future rewards and punishments, holding that "the discovery of a new relation—that of the individual to humanity—may lay the foundation of a new religious bond" which should bring about the immediate earthly betterment of man. But a religion is a grave necessity, because in every epoch the earth has tended to conform itself to the heaven in which it then believed.

"He was not a single man," exclaims the author; "he was, he *is*, an epoch, a chapter in history!" Yet he was not a great writer, concludes Mr. Rosenberg, not a great philosopher, not a great economist, not even a great statesman, and though, like most prophets, he was not practical, and was somewhat obstinate, yet he spoke with such eloquence, earnestness and devotion that we cannot remain indifferent.

We read him little and understand him slightly because we are at present in a period of transition; but when we shall have passed through it, we will estimate more truly the religious concept of the great cosmopolitan.

<sup>23</sup> By Theodore Roosevelt and others. Pp. 264. Price, 75 cents. Boston: Ginn & Co., 1903.

<sup>24</sup> By Louis J. Rosenberg. Pp. 86. Price, 50 cents. Chicago: Charles H. Kerr & Co., 1903.

"THE POLITICAL HISTORY OF SLAVERY,"<sup>26</sup> by William Henry Smith, is not a scientific history of the institution slavery, but rather a history of politics in the United States from 1830 to 1870, written according to the method of the old-fashioned school of didactic historians. The work is one of very uneven merits. The early chapters are the unsuccessful work of a journalist turned historian. Dealing as he does with the period already covered by Rhodes and Burgess, and having much their point of view, the only contribution which the author makes is in showing the importance of Ohio and her leaders in shaping anti-slavery sentiment and policy; for instance, Brinkerhoff's authorship of the Wilmot Proviso and Corwin's influence as a Whig leader in 1848 and afterward. There are occasional misstatements of fact; for instance, that John Brown's raid "met with universal condemnation" in the North. In the Civil War period Mr. Smith gives a rather unsatisfactory, conventional treatment, though he makes excursions from the usual course here and there to describe the Brough campaign in Ohio with much detail, to praise Chase's financial administration as the very acme of perfection, and to paint Vallandingham's "treason" in the blackest of colors. The really valuable part of the work is confined mainly to the chapters on Reconstruction. Here the author writes from his own recollection, assisted by well-chosen documents. His account of the presidential campaign of 1868 is particularly valuable. The work is concluded with a chapter from the pen of John J. Halsey upon the "Failure of Reconstruction." This chapter deals in numerous generalizations, some of which are of doubtful validity. The chapter makes no contribution to knowledge. Mr. Smith and Mr. Halsey have each written from the same half-liberal Northern point of view. The one condemns the abolition agitation, but is far from approving the Southerners' aggressive protection of their vested rights; the other censures the reconstruction policy of the radical Republicans, yet fails to justify the Southern whites in their disfranchisement of the illiterate black masses when at length the opportunity was offered.

Mr. Smith's work would have been welcome as a magazine article upon Ohio's influence in the anti-slavery movement and a thin volume upon reconstruction. But as a work in two large volumes it has no justification. The question arises whether more than enough for the present has not already been published upon the "political history of slavery."<sup>27</sup> What justification can there be for threshing over the same straw in the same old way and with the same old flail? An economic history of slavery, or an economic interpretation of its political history, would be of much value; but a new political history as such, with no spark of genius to enliven it, is a weariness.<sup>28</sup>

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"ADMINISTRATION OF DEPENDENCIES,"<sup>27</sup> by Alpheus H. Snow, is an admirable discussion of the principles of colonial government of France,

<sup>26</sup> A Political History of Slavery. By William Henry Smith, with an Introduction by Whitelaw Reid. In two volumes. Pp. iv, 456, and xvi, 350. Price, \$4.50. New York: G. P. Putnam's Sons, 1903.

<sup>27</sup> Contributed by Ulrich B. Phillips. Ph. D., University of Wisconsin.

<sup>28</sup> A Study of the Evolution of the Federal Empire, with Special Reference to American Colonial Problems. Pp. vi, 619. Price, \$3.50. New York: G. P. Putnam's Sons.

England and America, with a view to showing the extent to which these principles were already clearly defined and generally accepted at the time of the framing of the American constitution. The author has been at great pains to examine all the more important data dealing directly with his thesis and exhibits throughout a fairness and desire for historical accuracy which inspire confidence. In conclusion, a good summary is given of American judicial decisions, including a number of the latest opinions of the Supreme Court dealing with the constitutional status of the new dependencies.

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IN "HOW GEORGE ROGERS CLARK WON THE NORTHWEST,"<sup>28</sup> Mr. Thwaites has collected eight papers, the majority of which "were first delivered as lectures, and later, in a modified form, were printed either in popular magazines or in the *Wisconsin Historical Collections*." They are here "radically revised and brought down to date" (page vii). The subjects range from the familiar event suggested by the title page to matters of antiquarian interest in the stories of Mackinac and La Pointe. The account of George Rogers Clark is spirited and sympathetic. Mr. Thwaites finds it necessary to reject the most picturesque incident usually associated with the capture of Kaskaskia. "But I almost wish it were true," he adds regretfully, "for our often sombre Western history seems to need now and then a lurid touch like this" (page 30). The most extended and perhaps the most valuable of the papers is that devoted to the Black Hawk War. Mr. Thwaites presents an authoritative and, in important respects, a new version of the tragic episode. It is not a chapter to stir the pride of the white man. "Gross mismanagement, bad faith, and sheer heartlessness," it is declared, characterized his part in the contest (page 198). One paper treats of the division of the Northwest into States. Another supplies notes for a study of early lead-mining on the Upper Mississippi. Still another records impressions of a day on Braddock's road. The volume closes appropriately with an appreciative sketch of Lyman Copeland Draper and the Draper manuscripts.

The proofreader has allowed a few obvious errors to escape his attention. "January" for "February" (page 48), "south" for "north" (page 93), and "1823" for "1833" (page 194), are examples. The statement concerning land claims under the Pennsylvania and Virginia charters (page 5) seems to need slight qualification and there are some variations from generally accepted dates for which one would be glad to have authorities cited. The introductions to two of the papers (pages 75, 231) suggest a method of approach less felicitous than that ordinarily employed by the author. The important thing to record, however, is that we have here an admirable little book in a field not too much exploited by competent historians.

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"THE STORY OF RAPID TRANSIT,"<sup>29</sup> by Beckles Willson, is a chatty narrative intended for such readers as are interested mainly in the curious and

<sup>28</sup> By Reuben Gold Thwaites. Pp. 378. Price, \$1.20. Chicago: A. C. McClurg & Co., 1903.

<sup>29</sup> Pp. 204. Price, \$1.00. New York: D. Appleton & Co., 1903.

wonderful facts of transportation. The "story" is incomplete, and the author has but slight appreciation of the relative importance of the facts presented. There are ten chapters, dealing respectively with the mail-coach, the first railways, steam navigation, the development of the railway, the telegraph, aerial navigation, the cable and telephone, the bicycle, motor carriages, and street railways.

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RECENT YEARS have seen a marked improvement in historical textbooks, but few, if any, are better entitled to recognition than "The British Nation,"<sup>30</sup> by Professor Wrong, of the University of Toronto. It is a compact book of 600 pages, well supplied with maps, indexes, genealogical tables, etc. There are 291 illustrations, many of which are new and interesting and help to illumine the text. The title suggests the general view-point of the author, viz., that of Britain as the representative of many states, linked together by the sea, and built up and defended by her steadily growing sea-power. Following the lead of Green in his "Short History of the English People," and the marked tendency of our times, Professor Wrong gives one-third of the chapters to the social and industrial life of the people. These are often the most interesting parts of the history, and are free from the just criticism that might be passed on the chapters treating of political development, in which names and facts often are so crowded together as to constitute a real difficulty for immature students,—especially American students who have not grown up in an English atmosphere. (Cf. p. 207, "Lord Scrope, a relative of the archbishop executed by Henry IV, joined the Earl of Cambridge, the grandfather of Edward IV, who was to depose Henry's son, in a plot to put the young Earl of March on the throne.") The space wisely given to social life increases the task of bringing the political history within the remaining pages, but makes it imperative to sacrifice the less important events in order that the more important may stand out clearly.

In early Scottish history, the author has followed the traditional English view, and fails to make clear the distinction between the feudal vassalage which the Scottish kings owed for lands in England, and the vassalage which, under Henry II and Edward I, they owed for the kingdom of Scotland.

The history is treated by reigns, but these are grouped into periods, accompanied by a chapter on the civilization of the period, which gives unity to the work. Each chapter is prefaced by a statement of the general situation in Europe, and closed by a summary of dates in narrative form—the type indicating the relative importance of events.<sup>31</sup>

<sup>30</sup> The British Nation. By George M. Wrong, M. A., Professor of History in the University of Toronto. Pp. 600. New York. D. Appleton & Co., 1903.

<sup>31</sup> Contributed by Charles Truman Wyckoff, Ph.D.